The Road Inventory of McKay Creek National Wildlife Refuge

Pendleton, OR

Prepared By:
Federal Highway Administration
Central Federal Lands Highway Division
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INTRODUCTION

The Transportation Equity Act for the 21st Century (Public Law 105-178) created the Refuge Roads Program. Refuge roads are those public roads that provide access to or within a unit of the National Wildlife Refuge System and for which title and maintenance responsibility is vested in the United States Government. Funds from the Highway Trust Fund are available for refuge roads and can be used by the station to pay the cost of:

(a) Maintenance and improvements of refuge roads.
(b) Maintenance and improvements of:
    (1) Adjacent vehicle parking areas
    (2) Provision for pedestrians and bicycles and
    (3) Construction and reconstruction of roadside rest areas that are located in or adjacent to wildlife refuges
(c) Administrative costs associated with such maintenance and improvements.

The funds available for refuge roads are to be disbursed based on the relative needs of the various refuges in the National Wildlife Refuge System, and taking into consideration:

(a) The comprehensive conservation plan for each refuge;
(b) The need for access as identified through land use planning; and
(c) The impact of land use planning on existing transportation facilities.

To determine the relative needs of the U.S. Fish and Wildlife Service, the Federal Highway Administration (FHWA) was asked to inventory all public access roads and parking lots and provide a condition assessment of each. In 2008 the inventory was expanded to include administrative (service use only) roads and parking lots. An FHWA representative meets with refuge personnel to identify route segments and assign route numbers and functional classifications (See Appendix) for each route. All roads and parking lots are mapped using Trimble GPS units and visually assessed for condition using the RSL method of evaluation developed at Utah State University (See Appendix). Culverts, Gates, Guardrails and Low Water Crossings are also mapped and inspected for any obvious defects.

An estimate is provided, in year 2008 dollars, based on the condition determined by the rating system. Estimates are based upon data and location factors from the 2008 RS Means Heavy Construction Cost Data 22nd Annual Edition. Cost estimates should be evaluated on a case-by-case basis when being used for programming purposes.

Native Surfaced roads and parking lots already inventoried will not be re-inventoried and will not appear individually in report chapters 5, 6 and 8. Mileages and areas of native surfaced roads and parking lots will still appear in all summaries in the report and will remain in the road inventory database. In addition to this report, the FHWA will furnish the condition ratings of each route and segment to the Fish and Wildlife Service in a Microsoft Access database so the data can be included in their Real Property Inventory.

McKay Creek NWR - 13582
Summaries

Route Miles and Percentages by Functional Class and Condition

Condition Rating (Based on RSL)*

F. C.	Excellent MILES	%	Good MILES	%	Fair MILES	%	Poor MILES	%	Failed MILES	%	TOTAL MILES
I	0.00	0.0%	0.15	35.9%	0.26	64.1%	0.00	0.0%	0.00	0.0%	0.41
II	0.00	0.0%	0.00	0.0%	2.64	100.0%	0.00	0.0%	0.00	0.0%	2.64
III	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
IV	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
V	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	**0.00**	**0.0%**	**0.15**	**4.8%**	**2.91**	**95.2%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**3.05**

*For a description of condition ratings for the various surface types see the Appendix.

Route Miles and Percentages by Surface Type and Condition

Paved Condition Rating [Condition(RSL)]

Surface	Excellent MILES	%	Good MILES	%	Fair MILES	%	Poor MILES	%	Failed MILES	%	TOTAL MILES
AS	0.00	0.0%	0.00	0.0%	0.36	100.0%	0.00	0.0%	0.00	0.0%	0.36
CO	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	**0.00**	**0.0%**	**0.00**	**0.0%**	**0.36**	**100.0%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**0.36**

Unpaved Condition Rating [Condition(RSL)]

Surface	Excellent MILES	%	Good MILES	%	Fair MILES	%	Poor MILES	%	Failed MILES	%	TOTAL MILES
GR	0.00	0.0%	0.15	5.5%	2.54	94.5%	0.00	0.0%	0.00	0.0%	2.69
NA	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
PR	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	0.00	**0.0%**	0.15	**5.5%**	2.54	**94.5%**	0.00	**0.0%**	0.00	**0.0%**	**2.69**

Square Footage (Parking Areas)

Condition Rating

Surface	Excellent SQ FT	%	Good SQ FT	%	Fair SQ FT	%	Poor SQ FT	%	Failed SQ FT	%	Total SQ FT
AS	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
CO	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
GR	0	0.0%	42,746	35.9%	72,814	61.2%	3,439	2.9%	0	0.0%	118,999
NA	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
PR	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
Totals	**0**	**0.0%**	**42,746**	**35.9%**	**72,814**	**61.2%**	**3,439**	**2.9%**	**0**	**0.0%**	**118,999**

McKay Creek NWR - 13582
Summaries

Route Miles and Percentages by Use Type and Condition

Road Condition Rating: Public/Administrative Use

USE TYPE	Excellent		Good		Fair		Poor		Failed		TOTAL
	MILES	%	MILES	%	MILES	%	MILES	%	MILES	%	MILES
Public (FC I-III)	0.00	0.0%	0.15	4.8%	2.91	95.2%	0.00	0.0%	0.00	0.0%	3.05
Admin (FC IV-V)	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00
Totals	**0.00**	**0.0%**	**0.15**	**4.8%**	**2.91**	**95.2%**	**0.00**	**0.0%**	**0.00**	**0.0%**	**3.05**

Parking Condition Rating: Public/Administrative Use

USE TYPE	Excellent		Good		Fair		Poor		Failed		Total
	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft	%	Sq Ft
Public	0	0.0%	42746	35.9%	72814	61.2%	3439	2.9%	0	0.0%	118,999
Admin	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
Totals	**0**	**0.0%**	**42,746**	**35.9%**	**72,814**	**61.2%**	**3,439**	**2.9%**	**0**	**0.0%**	**118,999**

McKay Creek National Wildlife Refuge
ROUTE LOCATION MAP

McKay Creek NWR - 13582
Route Identification List

Shading Color Key:	White = Paved Routes
	Yellow = Unpaved Routes

RTE #	Asset Number	ROUTE NAME	RTE MI	ROUTE DESCRIPTION	PAVED MI	UN-PAVED MI	LANES	FC
010	10004280*	Launch Access	0.41	From Coombes Canyon Road to McKay Reservoir Dam Boat Launch Parking (Route 900)	0.26	0.15	2	1
100	10004280*	McKay Reservoir Road	2.64	From Launch Access (Route 010) to McKay Reservoir Parking #8 (Route 909)	0.10	2.54	2	2

* Route has more than one Asset Number

McKay Creek NWR - 13582

Route Identification List (Parking)

Shading Color Key:

White = Paved Routes
Green = Unpaved Routes

Route #	Asset Number	ROUTE NAME	Area (Sq Ft)	ROUTE DESCRIPTION	Surface Type
900	10004265	McKay Reservoir Dam Boat Launch Parking	36,663	From Launch Access (Route 010)	Gravel
901	-	McKay Reservoir Boat Launch	23,151	From McKay Reservoir Road (Route 100)	Gravel
902	10004261	McKay Reservoir Parking #1	6,644	From McKay Reservoir Road (Route 100)	Gravel
903	10004270	McKay Reservoir Parking #2	6,915	From McKay Reservoir Road (Route 100)	Gravel
904	10004271	McKay Reservoir Parking #3	5,816	From McKay Reservoir Road (Route 100)	Gravel
905	10004272	McKay Reservoir Parking #4	6,149	From McKay Reservoir Road (Route 100)	Gravel
906	10004273	McKay Reservoir Parking #5	2,346	From McKay Reservoir Road (Route 100)	Gravel
907	10004274	McKay Reservoir Parking #6	3,439	From McKay Reservoir Road (Route 100)	Gravel
908	10004275	McKay Reservoir Parking #7	3,690	From McKay Reservoir Road (Route 100)	Gravel
909	10004276	McKay Reservoir Parking #8	11,894	From McKay Reservoir Road (Route 100)	Gravel
910	10004277	Shaw Road Parking #1	10,020	From Shaw Road	Gravel
911	10004278	Shaw Road Parking #2	2,272	From Shaw Road	Gravel

Changes to Fish and Wildlife Service Road Inventory

McKay Creek NWR

Modified

Rte #	Route Name	Description	Comments
010	Launch Access	Geometry Change and Surface Type Change	Re-GPSed due to surface type change,
100	McKay Reservoir Road	Geometry Change	Re-GPSed
900	McKay Reservoir Dam Boat Launch Parking	Geometry Change	Re-GPSed
902	McKay Reservoir Parking #1	Geometry Change	Re-GPSed
903	McKay Reservoir Parking #2	Geometry Change	Re-GPSed
904	McKay Reservoir Parking #3	Geometry Change	Re-GPSed
905	McKay Reservoir Parking #4	Geometry Change	Re-GPSed
906	McKay Reservoir Parking #5	Geometry Change	Re-GPSed
907	McKay Reservoir Parking #6	Geometry Change	Re-GPSed
908	McKay Reservoir Parking #7	Geometry Change	Re-GPSed

ROUTE 010

Launch Access

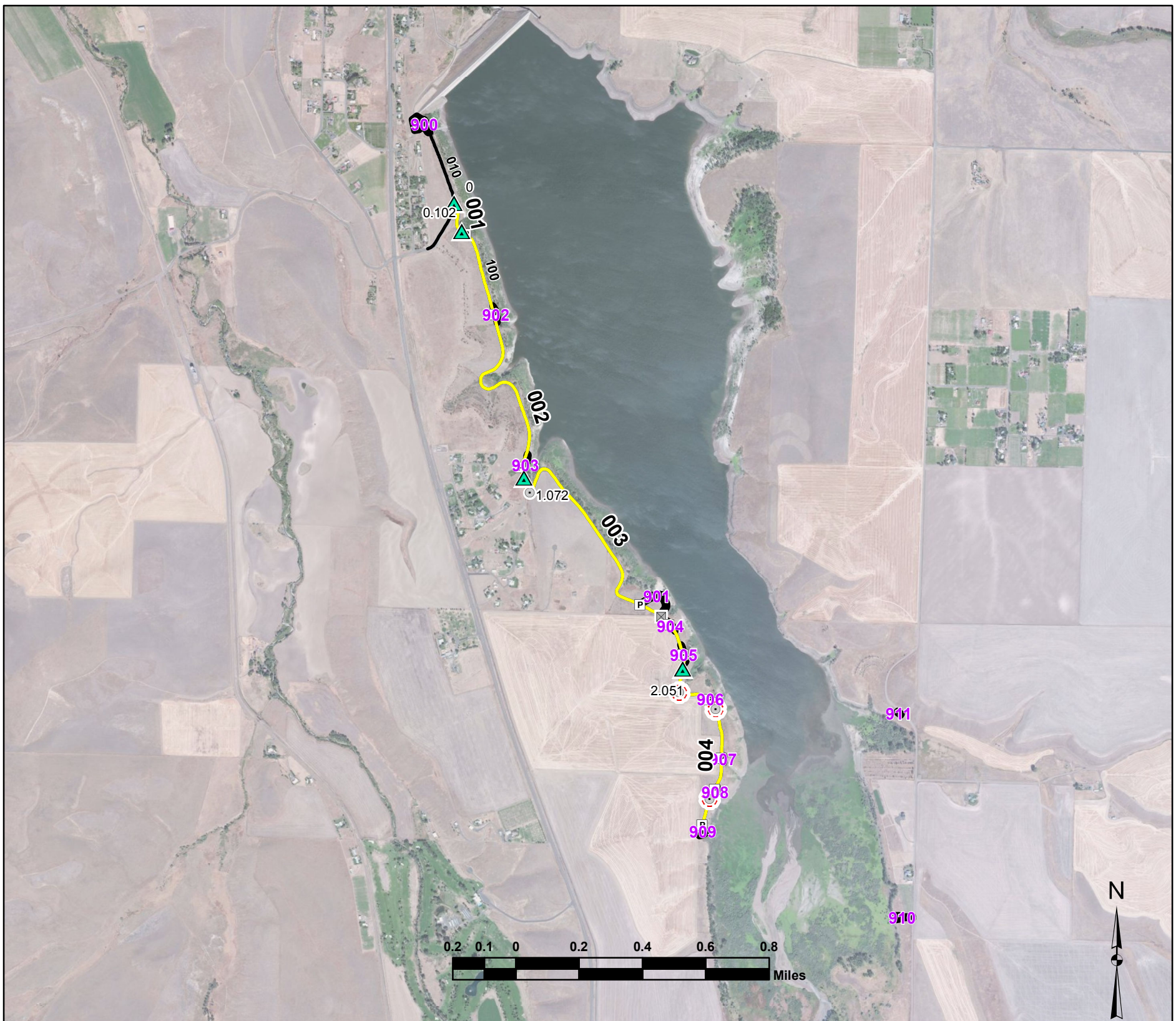
From Coombes Canyon Road to McKay Reservoir Dam Boat Launch Parking (Route 900)

Route Number: 010

Total Route Mileage: 0.41

Asset Number	10004280	10004264			
Section Number	001	002			
Section Length (miles)	0.26	0.15			
Inspection Date	11-02-2012	11-02-2012			
Surface Type	Asphalt	Gravel			
Number of Lanes	2	2			
Roadway Width (feet)	26	22			
Condition	Fair	Good			
Remaining Service Life (years)	12	5			
Estimated Cost to Repair	$31,700	$300			
Current Replacement Value	$350,700	$113,400			

Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0						
Turnout/Parking	001-0.0						
Gate	001-0.0						
Intersection	001-0.17						
Begin Section	002-0.26						
Turnout/Parking	002-0.36						
Turnout/Parking	002-0.41						



McKay Reservoir Road

From Launch Access (Route 010) to McKay Reservoir Parking #8 (Route 909)

Route Number: 100

Total Route Mileage: 2.64

Asset Number	10004280	10004264	10004264	10004264	
Section Number	001	002	003	004	
Section Length (miles)	0.10	0.97	0.98	0.59	
Inspection Date	11-02-2012	11-02-2012	11-02-2012	11-02-2012	
Surface Type	Asphalt	Gravel	Gravel	Gravel	
Number of Lanes	2	2	2	2	
Roadway Width (feet)	24	24	20	20	
Condition	Fair	Fair	Fair	Fair	
Remaining Service Life (years)	12	4	4	3	
Estimated Cost to Repair	$12,400	$3,900	$3,900	$2,400	
Current Replacement Value	$136,800	$750,300	$757,500	$459,800	

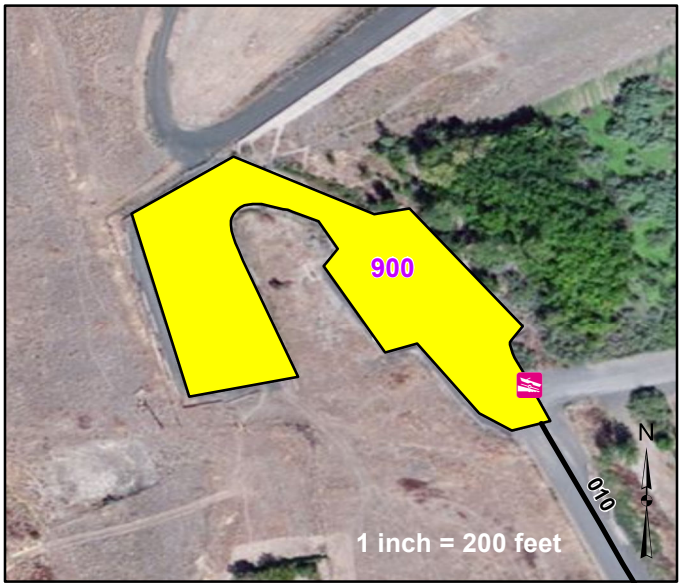
Features	Mile Post	Features	Mile Post	Features	Mile Post	Features	Mile Post
Begin Section	001-0.0	Culvert	004-2.29				
Begin Section	002-0.1	Deficiency Culvert	004-2.29				
Turnout/Parking	002-0.12	Turnout/Parking	004-2.43				
Turnout/Parking	002-0.38	Turnout/Parking	004-2.53				
Turnout/Parking	002-1.04	Culvert	004-2.56				
Begin Section	003-1.07	Deficiency Culvert	004-2.56				
Culvert	003-1.12	Turnout/Parking	004-2.64				
Turnout/Parking	003-1.79						
Gate	003-1.88						
Turnout/Parking	003-1.91						
Turnout/Parking	003-2.01						
Begin Section	004-2.05						
Culvert	004-2.12						
Deficiency Culvert	004-2.12						
Turnout/Parking	004-2.25						

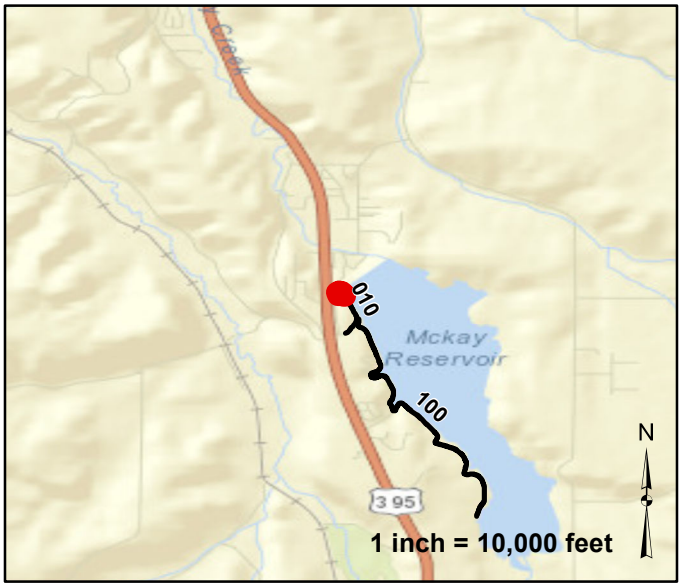
Route Number:900

McKay Reservoir Dam Boat Launch Parking

From Launch Access (Route 010)

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004265	36663	Fair	Gravel	$10,900	11-02-2012	$203,600





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

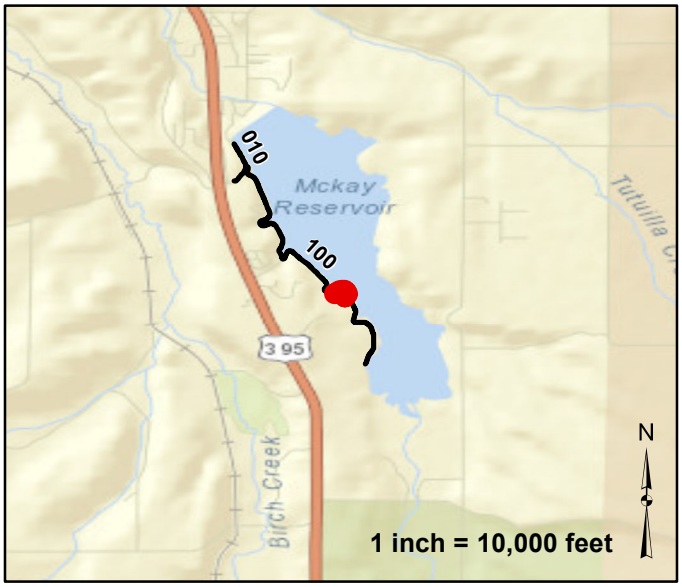
Failed

Route Number:901

McKay Reservoir Boat Launch

From McKay Reservoir Road (Route 100)

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
-	23151	Good	Gravel	$3,900	11-02-2012	$128,600



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

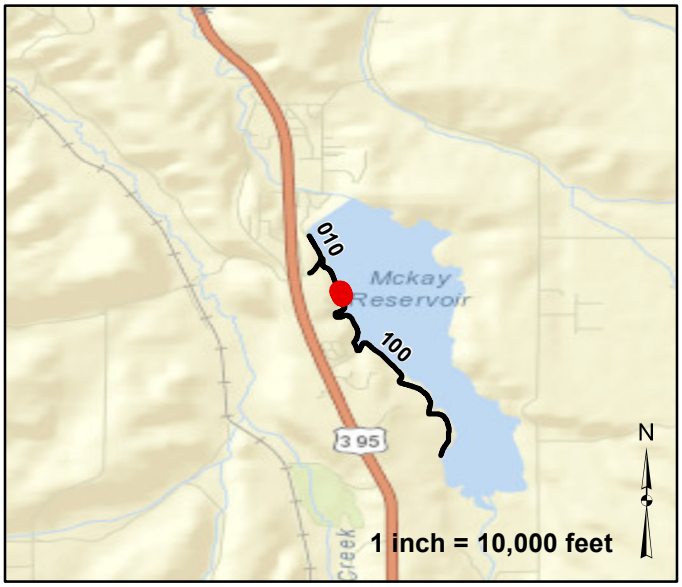
Failed

Route Number:902

McKay Reservoir Parking #1

From McKay Reservoir Road (Route 100)

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004261	6644	Good	Gravel	$1,100	11-02-2012	$36,900



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

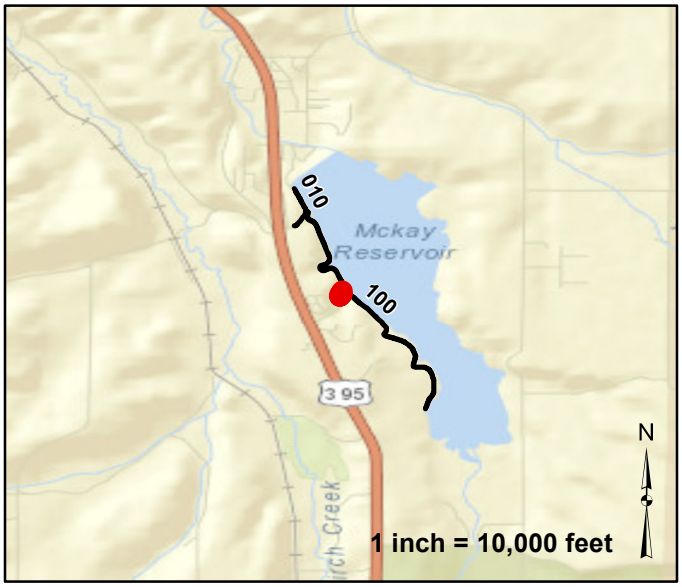
Failed

Route Number:903

McKay Reservoir Parking #2

From McKay Reservoir Road (Route 100)

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004270	6915	Good	Gravel	$1,200	11-02-2012	$38,400



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

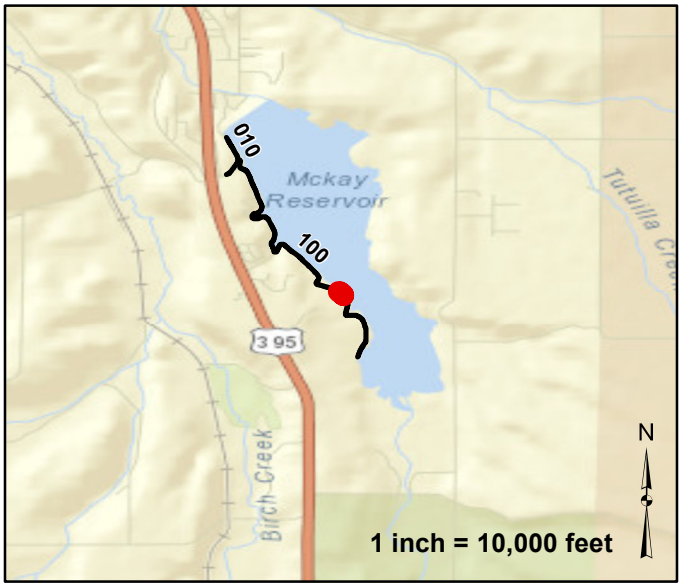
Failed

Route Number:904

McKay Reservoir Parking #3

From McKay Reservoir Road (Route 100)

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004271	5816	Fair	Gravel	$1,700	11-02-2012	$32,300



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

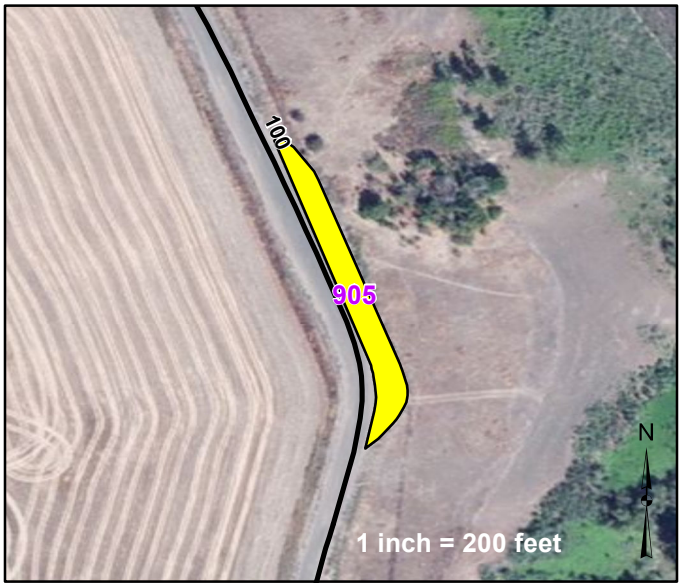
Failed

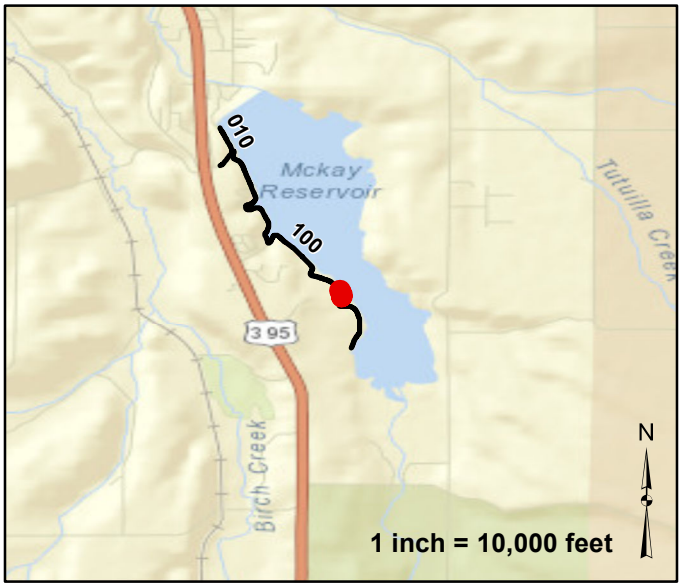
Route Number:905

McKay Reservoir Parking #4

From McKay Reservoir Road (Route 100)

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004272	6149	Fair	Gravel	$1,800	11-02-2012	$34,200





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

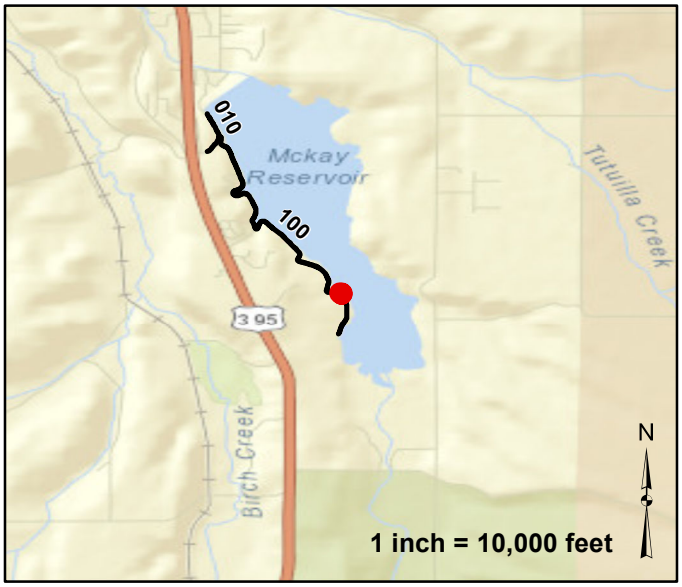
Failed

Route Number:906

McKay Reservoir Parking #5

From McKay Reservoir Road (Route 100)

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004273	2346	Good	Gravel	$400	11-02-2012	$13,000



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

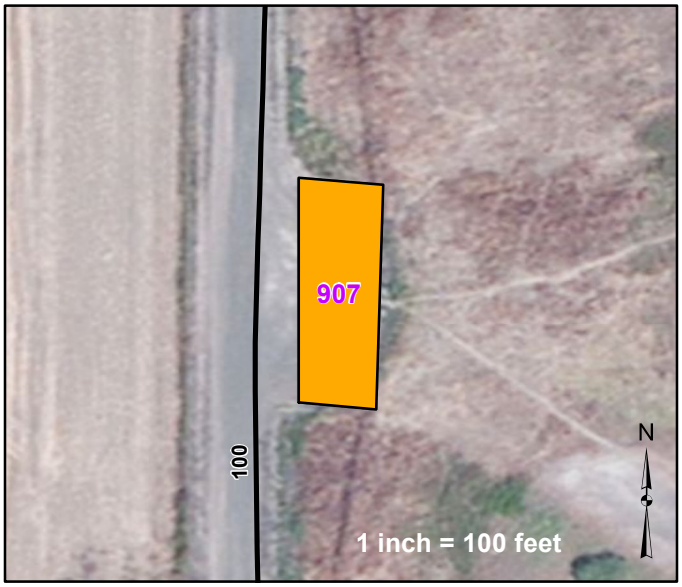
Failed

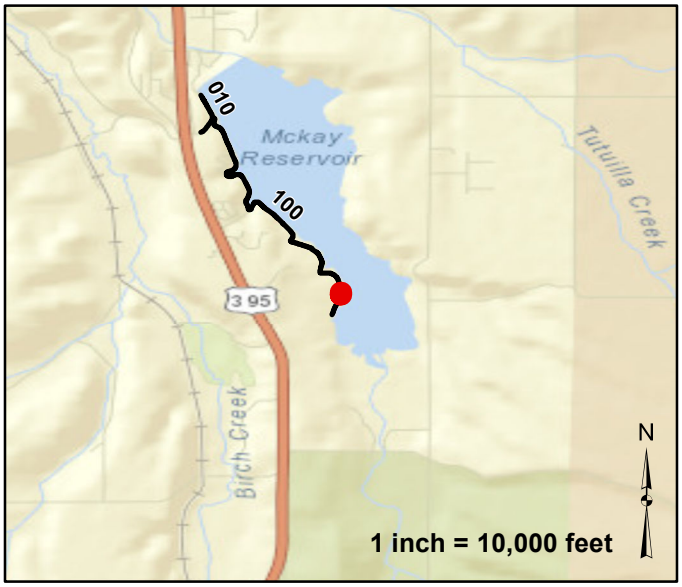
Route Number:907

McKay Reservoir Parking #6

From McKay Reservoir Road (Route 100)

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004274	3439	Poor	Gravel	$4,300	11-02-2012	$19,100





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

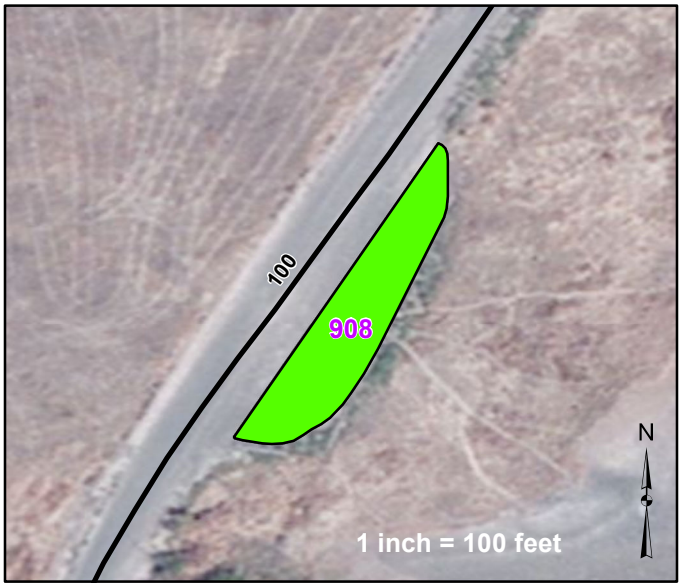
Failed

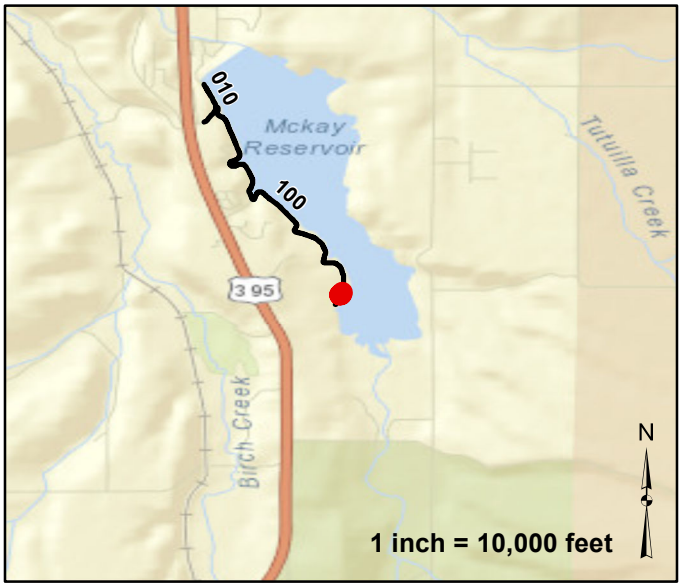
Route Number:908

McKay Reservoir Parking #7

From McKay Reservoir Road (Route 100)

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004275	3690	Good	Gravel	$600	11-02-2012	$20,500





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

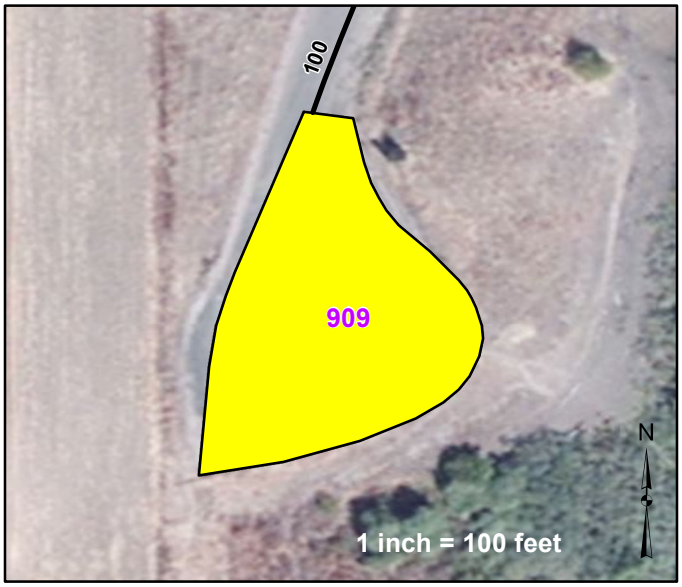
Failed

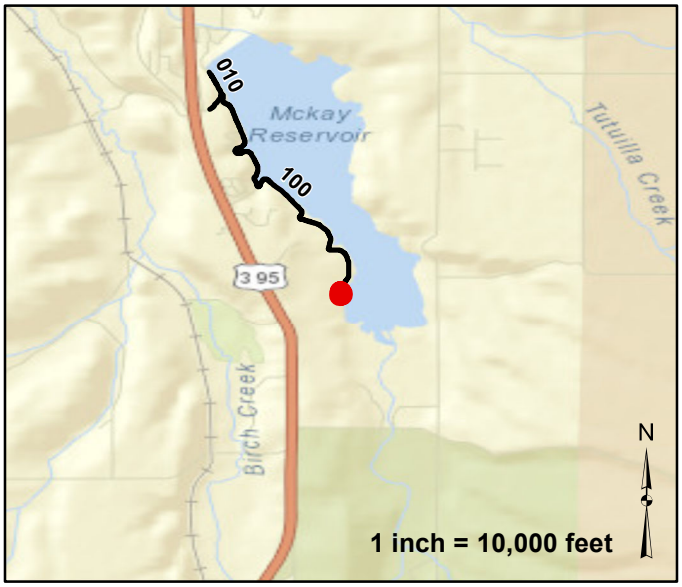
Route Number:909

McKay Reservoir Parking #8

From McKay Reservoir Road (Route 100)

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004276	11894	Fair	Gravel	$3,500	11-02-2012	$66,100





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

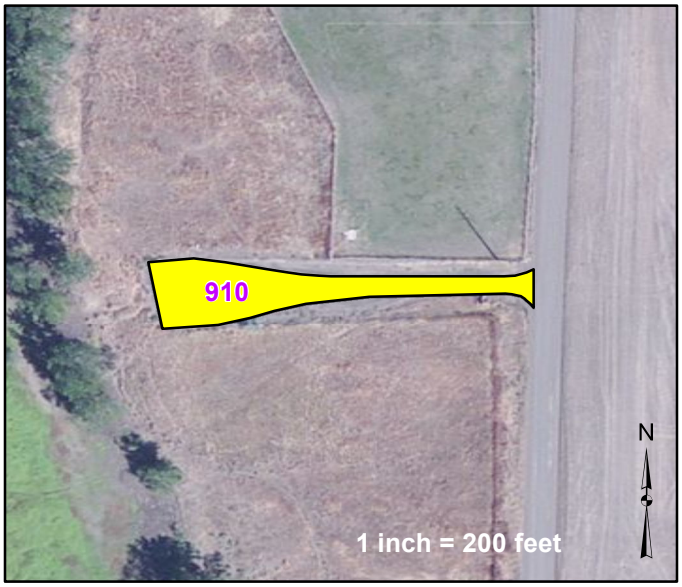
Failed

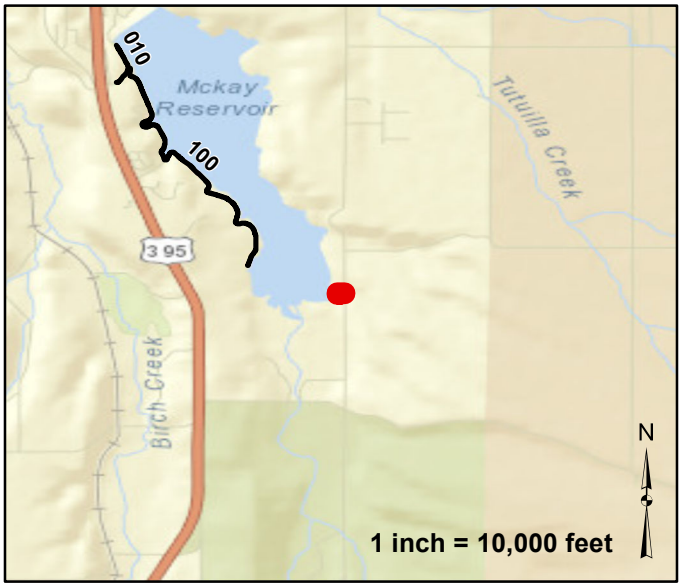
Route Number:910

Shaw Road Parking #1

From Shaw Road

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004277	10020	Fair	Gravel	$3,000	11-02-2012	$55,700





Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

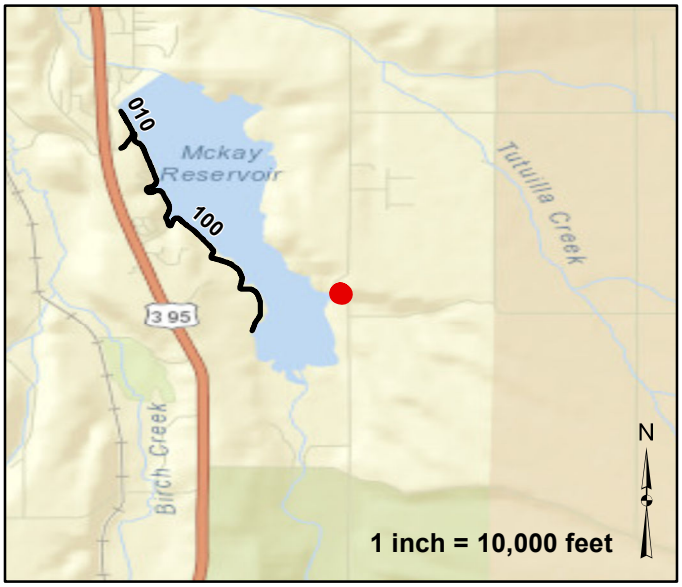
Failed

Route Number:911

Shaw Road Parking #2

From Shaw Road

Asset Number	Area (Sq Ft)	Condition	Surface Type	Cost to Improve	Inspection Date	Current Replacement Value
10004278	2272	Fair	Gravel	$700	11-02-2012	$12,600



Parking

900

Other FWS roads

Gate

Admin Bldg

Begin Section

Features

Boat Ramp

Guardrail

Fee Station

Visitor Center

Other

Problem Area

Culvert

Low_Water_Crossing

Water_Control_Structure

Condition:

Excellent

Good

Fair

Poor

Failed

McKay Creek Bridge Inventory					
Rte #	Milepost	NBIS #	Sufficiency Rating	Functionally Obsolete	Structurally Deficient
No Bridges to Report					

ROUTE: 010

Features Photographs

Photo: MCCR_C4_0059 Route: 010-001-0.0
Begin Section

Photo: MCCR_C4_0060 Route: 010-001-0.0
Metal Open Rail Gate
Asset# NA

Photo: MCCR_C4_0061 Route: 010-002-0.26
Begin Section

ROUTE: 100

Features Photographs

Photo: MCCR_C4_0064 Route: 100-001-0.0
Begin Section

Photo: MCCR_C4_0065 Route: 100-002-0.1
Begin Section

Photo: MCCR_C4_0066 Route: 100-003-1.07
Begin Section

Photo: MCCR_C4_0104 Route: 100-003-1.12
Metal Culvert 50ft long 18in dia. 2ft deep
Asset# NA

Photo: MCCR_C4_0105 Route: 100-003-1.12
Metal Culvert 50ft long 18in dia. 2ft deep
Asset# NA

Photo: MCCR_C4_0067 Route: 100-003-1.88
Metal Open Rail Gate
Asset# NA

ROUTE: 100

Features Photographs

Photo: MCCR_C4_0068 Route: 100-004-2.05
Begin Section

Photo: MCCR_C4_0082 Route: 100-004-2.12
Metal Culvert 30ft long 12in dia. 2ft deep
Asset# NA

Photo: MCCR_C4_0084 Route: 100-004-2.12
Metal Culvert 30ft long 12in dia. 2ft deep
Asset# NA

Photo: MCCR_C4_0082 Route: 100-004-2.12
Deficiency Culvert Clear both ends need to be cleared
Asset# NA

Photo: MCCR_C4_0084 Route: 100-004-2.12
Deficiency Culvert Clear both ends need to be cleared
Asset# NA

Photo: MCCR_C4_0079 Route: 100-004-2.29
Metal Culvert 40ft long 12in dia. 3ft deep
Asset# NA

Features Photographs

Photo: MCCR_C4_0079 Route: 100-004-2.29
Deficiency Culvert Clear outlet needs cleared
Asset# NA

Photo: MCCR_C4_0074 Route: 100-004-2.56
Metal Culvert 45ft long 12in dia. 2ft deep
Asset# NA

Photo: MCCR_C4_0075 Route: 100-004-2.56
Metal Culvert 45ft long 12in dia. 2ft deep
Asset# NA

Photo: MCCR_C4_0074 Route: 100-004-2.56
Deficiency Culvert Clear both ends need to be cleared
Asset# NA

Photo: MCCR_C4_0075 Route: 100-004-2.56
Deficiency Culvert Clear both ends need to be cleared
Asset# NA

Accident Summary

Number of Accidents Reported	Timespan of Accidents	Injuries	Fatalities
0	No Accidents to Report	0	0

APPENDIX

TABLE 1 - GENERAL FWS ROAD FUNCTIONAL CLASSIFICATION	
Class I	Principal Refuge Road (Public Roads) - Routes that constitute the main access route, main auto tour route, or thoroughfare for refuge visitors. These routes are accessible by 2WD vehicles. Routes are numbered from 10 to 99.
Class II	Connector Refuge Road (Public Roads) - Routes that provide circulation within the refuge. These routes can also provide access to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, education centers, etc. These routes are accessible by 2WD vehicles. Routes are numbered from 100 to 199.
Class III	Special Purpose Refuge Road (Public Roads) - Roads that provide circulation within special use areas such as campgrounds or public concessionaire facilities or access to remote areas of the refuge. These routes may not be 2WD accessible. Routes are numbered from 200 to 299
Class IV	Administrative Access Road (Administrative Roads) - Routes intended for access to administrative developments or structures such as maintenance offices, employee quarters, or utility areas. These routes are accessible by 2WD vehicles. These routes may restrict access to the general public. Routes are numbered from 300 to 399.
Class V	Restricted Road (Administrative Roads) - Routes normally closed to the public, such as maintenance roads, service roads, patrol roads, and fire breaks. These routes may be open to the public for a short period of time for a special use, such as hunting access. These routes may not be 2WD accessible. Routes are numbered from 400 to 499.

A refuge road system contains those routes within or giving access to a refuge or other unit of the FWS that are administered by the FWS, or by the Service in cooperation with other agencies. The assignment of a functional classification (FC) to a refuge road is not based on traffic volumes or design speed, but on the intended use or function of that route

DESCRIPTION OF RATING SYSTEM

Rating Data is collected on four different surface types: Asphalt, Concrete, Gravel, and Native. The Utah LTAP Center's Remaining Service Life (RSL) system is used for all surface types. The RSL system is based on the Strategic Highway Research Program's (SHRP) Distress Identification Manual.

Asphalt Rating System

Data is collected on the following distresses and conditions:

- **Fatigue Cracking** - Interconnected cracks forming small irregular shapes.
- **Longitudinal Cracking** - Cracks running parallel with the roadway, in the direction of traffic.
- **Transverse Cracking** - Cracks perpendicular to the roadway, going across the lane or lanes.
- **Block Cracking** - Interconnected cracks forming large blocks.
- **Edge Cracking** – Cracks running along the edge of the pavement surface.
- **Patches** - Original surface repaired with new asphalt patch material.
- **Potholes** - Holes or depressions in the pavement.
- **Rutting** - surface depressions in the wheel paths.
- **Roughness –** Evenness of pavement for serviceability.
- **Drainage** – Ability of the road surface to drain water based on proper slope.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula

Fatigue, longitudinal, transverse, block, and edge cracking, along with patching and potholes are rated on a 0 - 9 scale (0 = no distress, 9 = maximum distress). The rating given is based on the extent and the severity of the distress. Rutting, roughness, and drainage are rated on a 0 - 3 scale (0 = excellent, 3 = poor). Each distress type has given Remaining Service Life (RSL) values (in years) based on the rating for that particular distress. The distress with the rating resulting in the lowest RSL value is considered to be the governing distress. That value is then assigned as the RSL of the road segment.

Concrete Rating System

Data is collected on the following distresses and conditions:

- **Spalling of Joints** – Chipping, breaking, or cracking of slab edges
- **Joint Seal Damage** – Any damage or condition that enables materials or water to infiltrate into the joint from the surface.
- **Corner Breaks** – A portion of the slab separated by a crack that intersects the adjacent transverse and longitudinal joints, forming approximately a 45° angle to the direction.
- **Broken Slabs** – Faulting and/or cracking localized to individual slabs.

- **Faulting** – Difference in elevation across a crack or joint.
- **Longitudinal Cracking** – Cracks in the pavement running parallel to road.
- **Transverse Cracking** - Cracks in the pavement running perpendicular to the direction of traffic.
- **Patch Deterioration** – Faulting, settling, or cracking of previously placed patch
- **Map Cracking** – A series of cracks that extend only into the upper surface of the Slab

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula
The rating procedure for concrete pavement is the same as that for asphalt pavement described previously. Each of the distresses described above are rated on the same 0 – 9 scale. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

Gravel and Native Rating System

Data is collected on the following distresses and conditions:
- **Cross Section (Crown)** - Roadway built so that the center is higher than the shoulder, to prevent water from pooling on roadway.
- **Roadside Drainage** - Roadside ditches and culverts to handle water flow and prevent pooling on the roadside.
- **Corrugations (Washboarding)** - Small trenches or holes developing perpendicular to the roadway.
- **Potholes** - Holes or depressions in the roadway.
- **Rutting** - Depressions running parallel with the roadway, in the wheelpaths.
- **Dust** - Amount of dust caused by traffic.
- **Loose Aggregate (Gravel Only)** - Loose gravel, typically piled up on the roadway edges or centerline.

A Condition Rating value is calculated for each homogenous pavement section, and can be up to 1 mile in length.

Rating Index Formula
The rating procedure for unpaved roads is the same as that for asphalt and concrete pavements described previously. Of the distresses described above, corrugations, potholes, rutting, and loose aggregate are rated on the same 0 – 9 scale previously mentioned. Cross section, roadside drainage, and dust are rated on the same 0 – 3 scale described for asphalt pavement. The governing distress is then determined and the RSL associated with that distress is assigned to the road segment.

Condition Descriptions by Surface Type

The following definitions are used to describe pavement condition for the various surface types. These are general guidelines for condition indications.

Asphalt

Excellent – Recently constructed or overlaid road where construction or overlay was performed correctly- No maintenance required. RSL = 19-20 years.

Good – Low extent longitudinal and transverse cracks. All cracks are 1/4" or less with little or no crack erosion. Patches are in good condition and applied correctly. Routine Maintenance recommended. RSL = 13-18 years.

Fair - Roads are in good structural condition with little or no fatigue cracking. Longitudinal, transverse, and edge cracking is at medium extent and severity. Block cracking is not extensive. Any patches are in good condition. Preventative maintenance recommended. RSL = 7-12 years.

Poor - Road beginning to show signs of structural distress. Fatigue cracking is medium to high extent and medium severity. Cracking will be severe. Surface may have severe block cracking and show. Patches are in fair to poor condition. There is moderate distortion or rutting and occasional potholes. Rehabilitation recommended. RSL = 1-6 years.

Failed - Road is severely deteriorated. Signs of structural failure appear along with severe and extensive fatigue cracking, distortion, potholes, or extensive patches in poor condition. Reconstruction recommended. RSL = 0 years.

Concrete

Excellent - New pavement. No maintenance required. RSL = 19-20 years

Good - First signs of transverse cracking, patch or repair, more extensive pop-outs, or scaling. Sealing or routine maintenance recommended. RSL = 13-18 years.

Fair – Pavement has join or crack spalling, and/or faulting, along with cracking at corners with broken pieces. Any Patches are in fair condition and faulting is at a minimum. Preventative maintenance recommended. RSL = 7-12 years.

Poor - Joints and cracks are open 1 inch, spalled, or patched. Faulting is more severe. Rehabilitation recommended. RSL = 1-6 years.

Failed - Most slabs have failed structurally, and faulting is severe. Reconstruction recommended. RSL = 0 years.11-9

The following table shows the relationship between RSL and condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Asphalt and Concrete Pavements)								
	FAILED	POOR		FAIR		GOOD		EXCELLENT
RSL Years	0	1-3	4-6	7-9	10-12	13-15	16-18	19-20

Gravel and Native

Note - Native surfaces do not have a gravel layer.

Excellent - Newly constructed road that has been constructed properly with proper crown, drainage and gravel layer. Little or no distress. No maintenance recommended. RSL = 8-10 years.

Good - Crown, drainage provisions, and gravel layer are in good condition. Distress limited to traffic effects such as dust, loose aggregate, and low severity corrugations (wash boarding). RSL = 5-7 years.

Fair - Adequate drainage and crown through majority of roadway. Crown repair, ditch improvement may be necessary. Road has more severe corrugations and potholes. Preventative maintenance recommended. RSL = 3-4 years.

Poor - Travel at slow speeds is necessary. Additional gravel layer needed to carry traffic. Poor crown. Ditching is inadequate and rutting is extensive and severe. Rehabilitation recommended. RSL = 1-2 years.

Failed - Travel is difficult, and road may be closed at times. Rutting and Corrugations are very severe. Total Reconstruction of road is recommended. RSL = 0 years.

The following table shows the RSL values for gravel and native roads in terms of excellent, good, fair, poor, and failed condition.

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE (Gravel and Native Surfaces)					
	FAILED	POOR	FAIR	GOOD	EXCELLENT
RSL Years	0	1-2	3-4	5-7	8-10

NATIVE PRIMITIVE/IMPROVED RATING SHEET

Cross Section (Crown)*

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

Rutting

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 6"		1	2	3
Med 6-12"		4	5	6
High > 12"		7	8	9

Roadside Drainage*

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

Potholes

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 6"		1	2	3
Med 6-12"		4	5	6
High > 12"		7	8	9

Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

Corrugations

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 3"		1	2	3
Med 3-6"		4	5	6
High > 6"		7	8	9

* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

GRAVEL RATING SHEET

Cross Section (Crown)

Severity	Condition		Description
	No Defects	0	Crown 4-6" with no restriction of water flow from centerline to ditch.
	Minor Defects	1	Inadequate or inconsistent crown. Drainage to ditch may be restricted.
	Moderate Defects	2	Flat crown, drainage to ditch restricted.
	Major Defects	3	Reverse crown, bowl-shaped road, drainage on roadway

Rutting

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

Roadside Drainage

Severity	Condition		Description
	No Defects	0	Wide, deep ditches (>4') with no restriction to water flow.
	Minor Defects	1	Adequate ditches (>2' deep), minor obstructions restrict water flow.
	Moderate Defects	2	Shallow, narrow and obstructed ditches. Minor erosion of road.
	Major Defects	3	No ditch, drainage on roadway with moderate to severe erosion.

Potholes

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

Dust

Severity	Condition		Description
	No Defects	0	No obstruction to sight distance.
	Minor Defects	1	Sight distance > 550'
	Moderate Defects	2	Sight distance 225'-550'
	Major Defects	3	Sight distance < 225'

Corrugations

Severity	No Defects	Extent (Length) Low <10%	Med 10-30%	High >30%
Low < 2"		1	2	3
Med 2-4"		4	5	6
High > 4"		7	8	9

* Crown and Drainage are not rated for roads that have no constructed crown or drainage. This applies to Native and Gravel roads.

Loose Aggregate

Severity	No Defects	Extent (Area) Low <10%	Med 10-30%	High >30%
Low < 1"		1	2	3
Med 1-3"		4	5	6
High > 3"		7	8	9

ASPHALT RATING SHEET

Fatigue Cracking

Severity	No Defects	Extent: Low 1 crack WP	Extent: Med 2 cracks WP	Extent: High >30% length
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Edge Cracking

Severity	No Defects	Extent (Length): Low <10%	Extent (Length): Med 10-30%	Extent (Length): High >30%
0-6" from curb		1	2	3
6-18" from curb		4	5	6
> 18" from curb		7	8	9

Longitudinal Cracking

Severity	No Defects	Extent: Low 1 crack full length	Extent: Med 2 cracks full length	Extent: High >2 cracks full length
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Block Cracking

Severity	No Defects	Extent (Length): Low > 15x15' squares	Extent (Length): Med 15-10' squares	Extent (Length): High <10x10' squares
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Transverse Cracking

Severity	No Defects	Extent (ft between cracks): Low > 200'	Extent (ft between cracks): Med 200-50'	Extent (ft between cracks): High < 50'
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Utility Cuts

Severity	No Defects	Extent (Length): Low <10%	Extent (Length): Med 10-30%	Extent (Length): High >30%
Low-Cracks < 1/4"		1	2	3
Med-Cracks 1/4-3/4"		4	5	6
High-Cracks > 3/4"		7	8	9

Drainage/Roughness/Rutting

Severity	Condition		Description
	No Defects	0	Wide, deep ditches with no obstructions, smooth ride, no rutting, no potholes.
	Minor Defects	1	Drainage may be obstructed, < 1" rutting, minor roughness.
	Moderate Defects	2	Poor drainage, 1-2" rutting, noticeable roughness, potholes < 6" wide.
	Major Defects	3	No drainage; > 2" rutting; potholes 6-12" wide create roughness requiring reduced speeds.

CONCRETE RATING SHEET

Spalling of Joints

Extent (% joints)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low Spalls < 3"	1	2	3
	Med Spalls 3-6"	4	5	6
	High Spalls > 6"	7	8	9

Broken Slabs

Extent (% slabs)

Severity	No Defects	Low <5%	Med 5-15%	High >15%
	Low-no more than 3 pieces, no spalling/faulting	1	2	3
	Med-broken into >3 pieces, spalling/faulting <1/4"	4	5	6
	High-4 or more pieces, spalling/faulting >1/4"	7	8	9

Transverse Cracks

Extent (% slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/4"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/4"	7	8	9

Joint Seal Damage

Extent (%joints)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low <10% joint length	1	2	3
	Med 10-50% joint length	4	5	6
	High >50% joint length	7	8	9

Faulting

Extent (Length)

Severity	No Defects	Low <10%	Med 10-30%	High >30%
	Low < 1/2"	1	2	3
	Med 1/2-1"	4	5	6
	High > 1"	7	8	9

Patch Deterioration

Extent (Area)

Severity	No Defects	Low <10%	Med 10-30%	High >30%
	Low-no fault, no settle at perimeter	1	2	3
	Med-fault & settle <1/4" at perimeter	4	5	6
	High-fault & settle >1/4" at perimeter, cracked patch	7	8	9

Corner Breaks

Extent (% of slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-corner cracks, no spalling or faulting	1	2	3
	Med-crack slightly spalled & faulted <1/4"	4	5	6
	High-crack highly spalled & faulted >1/4"	7	8	9

Longitudinal Cracks

Extent (% slabs)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-Cracks < 1/8"; no spalling/faulting	1	2	3
	Med-Cracks 1/8-1/2"; spall <3", fault >1/2"	4	5	6
	High-Cracks > 1/2"; spall >3", fault >1/2"	7	8	9

Map Cracks

Extent (Area)

Severity	No Defects	Low <10%	Med 10-20%	High >20%
	Low-small connected cracks, no spalling	1	2	3
	Med-connected cracks, no spalling	4	5	6
	High-large connected cracks with surface spalling	7	8	9

Deficiency Ratings With Associated Remaining Service Life

Asphalt Rating Sheet

Fatigue Cracking	
Distress Rating	Remaining Service Life
0	20
1	10
2	8
3	6
4	8
5	6
6	4
7	6
8	2
9	0

Edge Cracking	
Distress Rating	Remaining Service Life
0	20
1	12
2	10
3	8
4	10
5	8
6	6
7	8
8	6
9	4

Transverse Cracking	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	2

Utility Cuts	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	2

Longitudinal Cracking	
Distress Rating	Remaining Service Life
0	20
1	14
2	12
3	10
4	12
5	10
6	8
7	10
8	8
9	6

Block Cracking	
Distress Rating	Remaining Service Life
0	20
1	12
2	10
3	8
4	10
5	8
6	6
7	12
8	6
9	2

Drainage/Roughness/Rutting	
Distress Rating	Remaining Service Life
0	20
1	16
2	10
3	4

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Asphalt & Concrete Roads)

RSL	FAILED 0	POOR 1 - 6	FAIR 7 - 12	GOOD 13 - 18	EXCELLENT 19 - 20

Concrete Rating Sheet

Spalling	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	0

Broken Slabs	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	10
6	8
7	10
8	6
9	0

Transverse Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	15
5	10
6	6
7	10
8	4
9	0

Joint Seal Damage	
Distress Rating	Remaining Service Life
0	20
1	16
2	14
3	12
4	14
5	10
6	8
7	12
8	8
9	6

Faulting	
Distress Rating	Remaining Service Life
0	20
1	15
2	12
3	10
4	12
5	8
6	6
7	10
8	4
9	0

Patch Deterioration	
Distress Rating	Remaining Service Life
0	18
1	16
2	14
3	12
4	12
5	10
6	8
7	10
8	6
9	0

Corner Breaks	
Distress Rating	Remaining Service Life
0	18
1	16
2	14
3	12
4	12
5	10
6	8
7	10
8	6
9	0

Longitudinal Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	15
5	10
6	6
7	10
8	4
9	0

Map Cracks	
Distress Rating	Remaining Service Life
0	20
1	18
2	15
3	12
4	12
5	10
6	6
7	10
8	4
9	0

Deficiency Ratings With Associated Remaining Service Life

Native Primitive Improved Rating Sheet

Cross Section	
Distress Rating	**Remaining Service Life**
0	10
1	7
2	5
3	0

Rutting	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Roadside Drainage	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	4
3	0

Potholes	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Dust	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	6
3	2

Corrugations	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	7
4	6
5	5
6	5
7	4
8	3
9	0

SUBJECTIVE CONDITION RATING FOR REMAINING SERVICE LIFE IN YEARS (Gravel & Native Roads)

RSL	FAILED 0	POOR 1 - 2	FAIR 3 - 4	GOOD 5 - 7	EXCELLENT 8 - 10

Gravel Rating Sheet

Cross Section	
Distress Rating	**Remaining Service Life**
0	10
1	7
2	5
3	0

Rutting	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Roadside Drainage	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	4
3	0

Potholes	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	5
4	7
5	4
6	3
7	4
8	2
9	0

Dust	
Distress Rating	**Remaining Service Life**
0	10
1	8
2	6
3	2

Corrugations	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	7
3	7
4	6
5	5
6	5
7	4
8	3
9	0

Loose Aggregate	
Distress Rating	**Remaining Service Life**
0	10
1	9
2	8
3	7
4	8
5	7
6	6
7	5
8	3
9	0